

\$6.2 Million To Save 3 Minutes?

By HARTT WIXOM
Environmental Editor

PROVO CANYON — A motorist could save slightly under three minutes with an additional 60 miles-per-hour road through Provo Canyon, a speedometer test showed here this week.

Cost of the proposed second road is an estimated \$2.5 million from mouth of the canyon to Nunns, and \$3.7 million from there to the Sundance-Timp Haven turnoff, or a total \$6.2 million in all, according to public state road records.

"Is three minutes saved here worth making a second cut through Provo Canyon — at that cost?" Dr. D. Allan Firmage, Dean, College of

Engineering, Brigham Young University, asked today. The same question was asked by Dr. Noel deNevers, Associate Dean, College of Chemical Engineering, University of Utah.

Firmage said the major issues at stake in Provo Canyon are "the Provo River, the canyon's natural beauty, and the impossibility of preserving

either with a major second cut through the canyon."

As for the speed factor, the present limit through the canyon is 50 mph on the straightaways, and 35 mph on curves. It required exactly 11 minutes and 13 seconds to drive from the mouth of the canyon to end of proposed second road construction, about two miles east of the

Sundance - Timp Haven turn-off.

The test was conducted in a 1970 automobile in which the speedometer had been tested for accuracy the day before.

No cost estimates were available for the two mile sector above the Sundance turn-off. In addition, the figure of two lanes to be added later to the proposed second road.

Using round figures of 45 mph speed through the check area, with the higher time figure of 12 minutes instead of 11:38, calculations show 60 mph would save one fourth the time, or about three minutes.

A different test might show several seconds' difference, depending on length of time taken to move from 35 mph on curves to 50 mph, but the time wouldn't be appreciably changed.

However, highway officials said that some changes in the present canyon road are "necessary to improve safety."

They added that the accident rate in Provo Canyon is "slightly better than the average."

See **PROPOSED**, Page B-5

DESERET NEWS

SALT LAKE CITY, UTAH

Tuesday, February 2, 1971

B 1

Proposed Provo Canyon Road: \$6.2 Million Cost, 3 Minutes Saved

Continued from Page B-1

age road of this type," but that "steps must be taken to provide for further traffic loads."

With today's greater concern for Provo Canyon's environmental beauty, can't we meet the safety challenge with modern engineering technology — without altering the Provo River, or making a second cut through most of this canyon?" Dr. Firmage asked.

Bert Taylor, District 6 engineer, UDH, Orem, who is drawing up field details for the Provo Canyon highway, said today that, "We have decided that concern for the

Provo River in the area between Vivian Park and Wildwood justifies staying out of the river at that point. We think we have now solved the problem by leaving the present road in as one lane of traffic, and putting the other on higher ground to the north."

"This plan will certainly alleviate much of the environmental and fisheries problem previously anticipated at that point," Bud Sullivan, Utah Wildlife and Outdoor Recreation Federation, responded.

Taylor said that "from an engineering standpoint, a second road is desirable" from Murdock Dam to the Olm-

stead Diversion Dam," but that it would change only three fourths mile of river where it has already been changed before." He said that the Provo here has also "been dry at times during the year."

"The stream should be a biologically productive and tourist - attractive system in the future," according to Dr. David A. White, BYU biologist. He said enough water is being released below Olmstead by the Utah Power and Light Company "to keep the river alive."

White said studies are being conducted now to determine exactly how many cubic feet of water per second are needed to keep the stream system alive.

Robert Redford, Sundance Resort owner, said he "is assured" the nine-point moratorium on Provo Canyon construction he and others presented to road officials "is under study. We presented it not as any attempt at a show of force, but rather an intelligent plan to take a closer look at the canyon. Once cuts are made by heavy equip-

ment, it isn't as easily restored later," he emphasized.

In an area like this it seems best to make certain we are doing the right thing before it is too late, he added.

Concerning federal funds, Taylor said it "makes no difference. The money comes from highway user taxes, and it can be applied to any type of road that meets safety and design criteria, on either a widened road or a second."

Highway officials said they were also checking out canyon geology, slide areas

where cuts would have to be made up the canyon walls to keep any debris from falling on new construction, and water supplies.

"One thing we feel the public should be aware of is that natural vegetation, and the many things which make this part of Utah a desirable place to live, are being taken into consideration right down to the last bulldozer operator," Taylor said. "We are considering the social values here, as well as the economics."

Environmental, or social values, are clearly more important to the public now than in past years."



This stretch of Provo River above Vivian Park will be left as is, Utah Highway officials report.

Provo Herald 3 Feb 1971
**Bill Would Transfer Part
Of Heber Creeper Tracks
To Utah Parks Jurisdiction**

HEBER CITY — A resolution has been introduced in the Utah State Senate that would save part of the Heber Creeper tracks.

Sen. Robert F. Clyde, R-Heber City, is sponsor of the legislation. The resolution calls for authorizing and directing the Utah State Department of Highways to transfer about 18.5 miles of property near the Wasatch Mountain State Park and along the Provo River "to be used for historic preservation and park purposes."

Canyon Railway

The Utah State Department of Highways authorized a Heber City group last year to undertake a project which became known as the Wasatch Mountain Railway. The Department of Highways gave the group until this April of 1972 to prove the feasibility of running a mountain railway over the tracks.

The resolution is an attempt to transfer ownership of the tracks to the state Park and Recreation Commission to preserve the tracks and allow their use indefinitely by a railway group.

Present Ownership

The resolution reads in part: "A railroad line presently exists adjacent a portion (of the park) and the railroad for years has played an integral part in the area."

"(However) such railroad line was recently purchased by the Utah State Road Commission as fee land."

Sen. Clyde's resolution further contends that "the railroad right of way . . . is a valuable access way to recreational uses along Provo River from Deer Creek Reservoir to Bridal Veil Falls and separates Wasatch Mountain State Park from Deer Creek Reservoir . . ."

In an interview with The

Herald Wednesday, Sen. Clyde said the bill went to the Rules Committee today and from there to the State Affairs Standing Committee before coming to the Senate floor for debate.

Sen. Clyde said he was quite optimistic about the resolution's passage because "there is a great awareness to retain ownership of the right of way."

"Now that the Park Commission has jurisdiction over the recreational uses at Deer Creek Reservoir, without the right of way, Deer Creek would be separated from the Wasatch Mountain State Park," Sen. Clyde said.

"Many legislators came to the area last month and their enthusiasm is high because of the potential of the area and the benefit to the state that the Heber Creeper could bring," he added.

Without Senate action, Sen. Clyde said he feels sure the mountain railway cannot continue to exist.

Save The Heber Creeper, Senate Resolution Pleads

A resolution designed to save the "Heber Creeper" was ready for introduction in the State Senate today.

The measure, sponsored by Sen. Robert F. Clyde, R-Heber, calls on the State Road Commission to sell the railroad right-of-way now being used by the creeper to the State Parks and Recreation Commission.

The latter would lease the roadbed to the Wasatch Mountain Railroad Co.

The Road Commission paid \$260,000 to the Denver and Rio Grande Western Railroad Co. for the right-of-way with the intention of constructing a highway over the route.

However, a move has developed to preserve the old line as a tourist attraction.

The resolution notes that the 18.5 miles of rail line from Bridal Veil Falls in Provo Canyon to Heber is a valuable access way to recreational

areas and divide the Wasatch Mountain State Park from Deer Creek Reservoir.

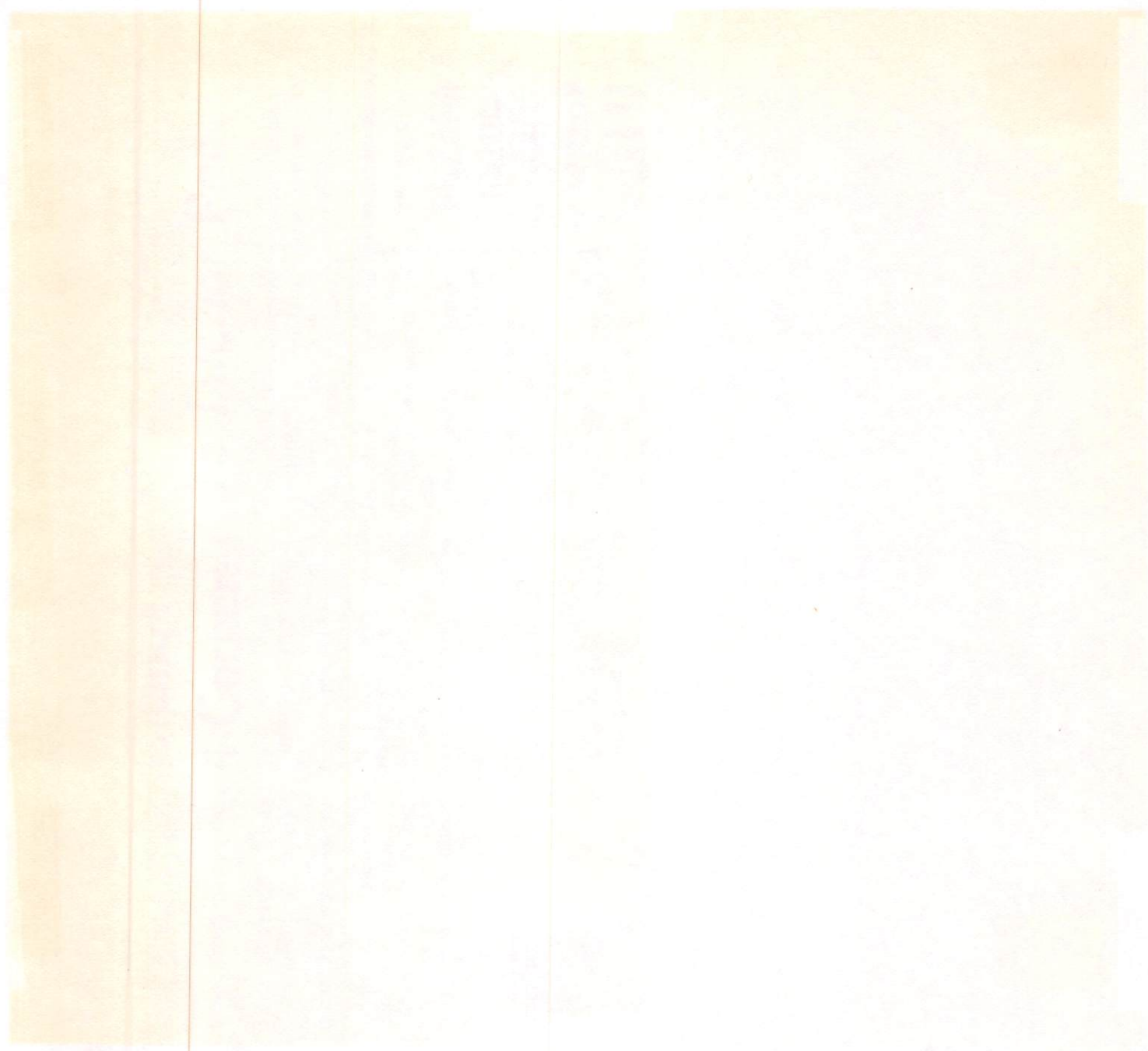
It asserts that its use as a highway would damage the ecology of the area and impair the recreational potential of both the park and reservoir.

The resolution urges that the entire 18.5 miles of right-of-way, ranging from 50 to 150 feet in width, be sold to the Parks and Recreation Com-

mission for the net cost paid by the Road Commission in acquiring the property.

It resolved, further, that the Highway Department and the Division of Parks and Recreation meet with the governor, if necessary, to carry out intent of the legislation.

The resolution must be passed by both Senate and House and be signed by the governor before becoming law.



Keep That Heber Creeper!

Ever heard of the Heber Creeper?

That's the old burner that buzzes up the benchlands on its way to deliver the weekly supplies to Heber Valley. Last of the rural choo-choos.

Makes the trip once a week and sort of huffs and puffs with its engine, five cars and a caboose, all along its Provo River run.

It was the Heber Creeper that put the Provo Open golf classic several minutes off motion Sunday at 9:36 a.m.

There were several hundred sodbusters already turning turf on the picturesque Riverside course when the old Heber Creeper whistled its way onto the scene.



Mr. Miller

The tracks have always been there, fronting the No. 1, 10, 9 and 18 holes. They were something that the course had to tolerate—a right of way as ancient and honorable as the Laguna Indian tribe or Father Escalante's trail.

Few people ever saw the Creeper. But Sunday they did.

Through The Blackhawk War

Maybe the old engineer sensed the danger he was in. He might have run the course through the blaze of fire in the old Blackhawk Indian War—when the combatants carried their weapons in a quiver upon their backs. Or he might have shoved the old steamer through the saga of the Santaquins.

But this time there were no arrows, no guns. There were no train robbers the like of Butch Cassidy or his Wild Bunch.

Just hundreds of decked-out warriors switching their sticks, hitting at small white objects, throwing turf and talking in a strange tongue.

And their women and children followed along behind pulling their weapons on wheels—or some even carried the large quivers on their backs, in old Ute fashion.

So it was no wonder that the fireman fed the flame,

pulled all stops, raced through the attack. Onward through the ambush.

Best gag of the tournament, really. And may that Creeper always creep.

Like one feller said, in complimenting the fine Riverside layout: "I think one of these days I'll take the next train to the club and play golf until the return trip—which is just one week. What a wonderful stop-over that would be!"

Golf Balls Won't Hatch

If trains were not enough imagine Bill Whittaker's chagrin when he went toward the lake on No. 9 to get his golf ball.

And the swans wouldn't let him have it.

Big Bill backed off a little when the daddy bird made its intentions known. Pretty quick Bill couldn't even have his own clubs.

He called for the rules committee and made two requests—one for another drop with the ball outside of swan town; and another set of sticks with which to continue.

All worked out. By taunting the "enemy" in another direction the batter recovered his bats.

As for the ball. That could be another story.

Imagine the time it will take before that old swan finds out that Wilson golf balls don't hatch—even when the shell's been cracked several times.

All said, it was a very fine tournament. The people down Utah County way staged it right big. In fact, the field was so fat that some of the last hitters were batting into the sunset on the No. 1 hole. Should be finished by Tuesday.

Emery Going To Park City?

Ralph Emery, assistant to Tee Branca at the Salt Lake Country Club, so they say, will be the new golf pro at the Park City layout.

Ralph, in addition to golf, will have the entire sports program; will coordinate all phases of it.

Park City couldn't have found a better man for the post. Ralph's one of the few gentlemen golfers I know who can miss a shot and still smile about it.

On some of those cold afternoons Park City might need that Emery smile.

Canyon Road Review Vowed

Des. News Sat 2-6-71

The Provo Canyon Citizens Committee, seeking a moratorium on construction through the canyon and acquisition of right-of-way, received a promise Friday of a detailed review of construction plans from the State Road Commission.

tee, and any others, and to accept any meritorious suggestions.

Still scheduled is advertising April 1 for bids for building three miles of highway from Olmstead to the old Num's power plant.

The Provo group also tried vainly to obtain a commitment that the new highway would not be built to four-lane divided standards with limited access.

According to plans previously approved by the Utah County Commission, the Provo Chamber of Commerce, Orem and many other groups, this construction is for a two-lane road. Grading and right-of-way will be provided however, for two additional lanes

at some future time, with a 16-foot median strip.

D. Allan Firmage, chairman of the Civil Engineering Department of Brigham Young University, chairman of the citizens' group, said his group wants to cooperate and is not against improvement.

"When the road is built, it had better be right, or else," he declared at the end of the meeting.

Lowell Christensen, Provo realtor, formerly of Hawaii, said he considered Provo Canyon development to be a blight because of the en-

croachment of many private developments.

He proposed that no developments be permitted within the canyon without an adequate master plan, including provisions for sewers, water protection and zoning.

Christensen and other members of the committee challenged need for a four-lane divided highway.

"My wife drives to Salt Lake at least once a week now, but she only drove about once a month before the freeway was built," Christensen said.

He said freeways attract more traffic.

Firmage emphasized that his group does not want Provo Canyon to compete with Parleys Canyon as the major freeway to the east.

Wayne Winters, Pleasant Grove, commission member, said it would be unwise to improve the road now if it would have to be torn up again and widened in the future.

Francis Felch, Vernal, senator member of the commission, said the capacity of Strawberry Reservoir is being

See ROAD on Page B-3

Road Panel Vows Canyon Review

Continued from Page B-1

All natural resource agencies of the state and many other groups had been consulted in planning the first section being readied for advertising, he said.

Other members of Firmage's committee urging the moratorium included Verl Clark, past president, Provo Kiwanis Club; Stan Collins, president, Provo Chamber of Commerce, and David Hansen, president, Provo Jaycees.

Winters defended the plans.

Extension of Orem Street

To Canyon Road Charted

Herald 3 Feb 1971

OREM — Plans to cut Orem Center Street through to connect with the Provo Canyon highway (US 189) were outlined last night when Utah County and Utah Highway representatives met with the Orem City Council.

Commissioner Thorn explained that the county has credit accrued from the Federal Aid Secondary road funds, but the actual funds will not be available until 1973. Mr. Thorn said, however, that he had worked out a trade with Salt Lake County to receive \$200,000 in FAS funds so the project can be started this fall.

In the session were Utah County Commissioner Paul Thorn, County Surveyor Lavern D. Green, and Paul Gilligan, local government project engineer for the Utah Highway Department.

Last year the Orem City Council asked Utah County Commissioners to make ap-

(Continued on Page 2)

